

FOR: D/O, INTEL/O, D/P+D

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Approved For Release 2003/09/30 : CIA-RDP75B00285R000400110008-8

Ref: Color 1460

Thoughts on use of tropical combat boots  
in place of standard white boots

1. Normal Conditions: Under normal flight conditions, use is probably O.K. providing pilot's notice no change in foot temperature. Even under ejection conditions the boot should be O.K. providing the boot comes up high enough on the leg and is laced tightly.
2. Emergency Conditions: Abnormally high cockpit temperatures (A/C failure etc.) may adversely affect these boots since the sides are made of nylon (ie melting etc.). The same would apply to cockpit fires or conditions as encountered in the April SR-71 ejection (REF Memo, OXC-0716-67, 6 June 67). The vent holes near the sole of the boot may be a potential danger point for heat/fire penetration, and could be a problem under max Q

USAF review(s)  
completed.

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(high windblast) ejections since the pressure suit bootie worn directly under the boot is ordinary nylon (not high temp type).

3. Miscellaneous Notes: para 3 of ref MSG seems inaccurate --- boots worn over full pressure suits by <sup>fitting</sup> necessity are larger than normal boots --- I can't see how the tropicals can be "closer in size to regular shoe size". Extra socks required for wear of standard boot without suit (ie for survival, E+E etc.) & would presume same requirement for tropicals.

Removal of comfort problem in seat cushion is realistic & reduction in total seat kit/cushion weight is desirable.

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Ref Para 5 of ref MSG --- since pilots "feel very strong in requesting approval", suggest tentative approval be given by D/ops - OXC/ops providing pilots made aware of reservations of ASD/R&D as stated in 142 above.

I will attempt to obtain more specific info on the tropical boots used over pressure suits upon return from leave (3 Jan). Will obtain opinion from the suit manufacturer at that time and will try to find out about the materials used in the boot with respect to heat / flame / windblast problems.

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